

NAVAER 01-60JKC-507

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**Handbook
Inspection Requirements
Intermediate and Major
NAVY MODELS
FJ-3,-3M
AIRCRAFT**

THIS PUBLICATION SUPERSEDES NAVAER 01-60JKC-507 DATED 1 JULY 1957
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PUBLISHED BY DIRECTION OF
THE CHIEF OF THE BUREAU OF AERONAUTICS

1 JUNE 1958

1 June 1958

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INTERIM REVISION SUMMARY

The following Interim Revisions have been either canceled or incorporated in this Handbook:

Canceled or Previously Incorporated

Incorporated in This Revision

No. 1
No. 2
No. 3
No. 4

INTERIM REVISIONS OUTSTANDING: (to be maintained by custodian of Handbook)

Number

Date

Purpose

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INTRODUCTION

This handbook contains requirements for the intermediate and major inspection of the aircraft. The associated daily and preflight inspection requirements are contained in NAVAER 01-60-JKC-507. The inspection requirements in this handbook are stated in such a manner as to establish what equipment is to be inspected, when it is to be inspected, and what conditions are to be sought. It does not contain instructions for repair, adjustment, or other means of rectifying defective conditions nor does it contain instructions for trouble shooting to find causes for malfunctioning. Applicable portions of the appropriate maintenance handbook, and listed references, should be consulted for instructions that are beyond the scope of this handbook.

This handbook pertains to all of a model or certain series of aircraft and may, therefore, contain inspection requirements applicable to specific equipment that is not installed on individual aircraft. When this situation is encountered, those requirements that are not applicable should be disregarded.

The inspections prescribed by this handbook will be accomplished at specific periods by organizations operating the aircraft with assistance, when required, from higher level maintenance facilities. Compliance with the requirements of this handbook is essential in order to assure timely discovery and correction of latent

defects which can cause malfunction or other serious trouble.

The inspection periods designated for accomplishment of the inspections are the maximum and are determined for primary use of the aircraft as indicated by its type designation. Due to local conditions (missions, geographical locations, etc.), Commands, Local Commanders, and their Maintenance Officers should increase the frequency or scope of any inspection as required. The maximum inspection interval will be dependent on factual operating data, and will be revised as experience dictates.

Additional information relative to recording inspections and the use of this handbook may be obtained by consulting applicable portions of the text.

Revisions to this handbook will be published when necessary to add, delete, revise, or change requirements. Such revisions will be based on factual data accumulated as a result of maintenance experience with the aircraft concerned. Data will be gathered by field studies, from Failure Reports, and from any source that uses this handbook and its requirements. Recommendations proposing changes to this handbook should be submitted via the type Commander to the O in C, Inspection Requirements Field Unit, Naval Air Test Center, Patuxent River, Maryland, or to the Chief, Bureau of Aeronautics, Washington, D. C., Attention: MA-62.

GENERAL INSTRUCTIONS

SECTION I

DEFINITIONS AND GENERAL REQUIREMENTS

DAILY INSPECTION

This inspection will be accomplished between the last flight of the day and the next scheduled flight (see note). This inspection is basically a combination of requirements for checking equipment that requires daily verification of satisfactory functioning, plus requirements that prescribe searching for defects that become apparent after the aircraft is flown. It is intended that evidence of chafing, leaks and similar conditions be discovered and corrected during this inspection to preclude progression of such relatively minor problems to a state that would require major maintenance to remedy the deficiency. The Daily Inspection is, therefore, an important function that should be performed with care.

The Daily Inspection will also include those items which require inspection at intervals more frequent than prescribed for Intermediate Inspections. Items with frequencies such as "10 hrs," "15 hrs" or "30 hrs" will be inspected, along with the daily items, on the day they become due. These items are usually of a temporary nature and require no special shop tools or equipment. The person authorizing the accomplishment of these inspections will be governed by the accumulated operating time on the aircraft.

NOTE

For aircraft operating on a 24-hour basis, the "last flight of the day" shall be interpreted to mean "the last flight of a scheduled trip."

PREFLIGHT INSPECTION

This inspection will be accomplished immediately prior to each flight. This inspection consists of checking the aircraft for flight preparedness by performing visual examinations and operational tests to discover defects and maladjustments that, if not corrected, could cause accidents or aborted missions.

NOTE

The preflight inspection is not to be confused with the "in-between-flight" or "thru-flight" inspection made by the plane captain or flight engineer. If, for example, a flight was interrupted for refueling or other reasons, as in

the case of training or transport aircraft, and no discrepancies were noted during the flight immediately preceding the interruption, the plane captain or flight engineer is expected to perform a visual examination of the aircraft and engine to detect any obvious discrepancies. The completion of the pilot's "check-off list" prior to resuming the interrupted flight schedule would detect other possible discrepancies in flight controls and engine operation. The use of the preflight inspection check sheets for "in-between-flight" and "thru-flight" inspections is not mandatory.

INTERMEDIATE INSPECTION

The intermediate inspection is, basically, a limited overall examination of the condition of the aircraft. The inspection includes certain requirements that are also applicable to the daily or preflight inspections and it also includes requirements that must be applied at periods occurring more frequently than major inspections. The statement of each requirement indicates how thorough the examination or inspections should be.

Intermediate inspections will be accomplished at the following intervals:

- a. The first intermediate inspection will become due at the expiration of 60 flying hours, plus or minus 6 hours, after the preceding major inspection.
- b. The second intermediate inspection will become due at the expiration of 60 flying hours,

plus or minus 6 hours, after the first intermediate inspection (normally 120 hours after the preceding major inspection).

- c. The third intermediate inspection will become due at the expiration of 60 flying hours, plus or minus 6 hours, after the second intermediate inspection (normally 180 hours after the preceding major inspection).

Further, a calendar intermediate inspection shall be accomplished when an aircraft does not accumulate 50% of the flying hours specified during a calendar period not to exceed 60 days since the last previous intermediate or major inspection. Exceptions to the above are: (a) aircraft undergoing prolonged repair; (b) aircraft in extended storage.

MAJOR INSPECTION

The major inspection is a thorough and searching inspection of the entire aircraft. The inspection includes certain requirements that are also applicable to the daily, preflight, and intermediate inspections. The statement of each requirement indicates how thorough the examination or inspection should be.

The major inspection will be accomplished at the expiration of 60 flying hours, plus or minus 6 hours, after the third intermediate inspection

following the preceding major inspection, except that the total flight time between major inspections shall not exceed 240 hours.

Further, a calendar major inspection should be accomplished when an aircraft does not accumulate 50% of the flying hours specified during a calendar period not to exceed 180 days since the last major inspection. Exceptions to the above are: (a) aircraft undergoing prolonged repair; (b) aircraft in extended storage.

PREPARATION FOR INSPECTION

Detailed preparations for inspections are not included in the requirements. Users of the check sheets are expected to be familiar with items such as "placing wheel chocks" and providing the necessary work stands, ladders, etc. Ground handling equipment and special tools are described and listed in the aircraft Handbook of Maintenance Instructions and Illustrated Parts Breakdown. Ground crews and specialists should be thoroughly familiar with the information and safety

precautions contained in these publications before inspecting the aircraft.

Interim revisions issued by the Bureau of Aeronautics pertaining to "safety-of-flight" inspection items will, if necessary, include any special preparations required. Such procedures and/or listing of special tools or equipment will appear in subsequent revisions to the applicable publications.

USING THE STANDARD CHECK SHEETS

The Daily and Preflight Inspection Check Sheets and Intermediate and Major Inspection Check Sheets, respectively contain, for the most part, all the instructions necessary for accomplishing the requirements for periodic maintenance inspections. Supplemental instructions, as applicable, are contained in this handbook.

Since the check sheets will be distributed Navy-wide for standard and mandatory use on specified models of naval aircraft, no attempt has been made to select, state or present inspection

data in any preferred manner in order to conform to the operating procedure or organizational breakdown employed in the listing of intermediate and major inspection requirements is intended to preclude duplication of requirements and not to designate or affix responsibility by shop or rating.

In order to obtain the standardization desired, and to insure that aircraft receive identical minimum maintenance throughout the Navy, it is essential that no deletions be made to these sheets without Bureau of Aeronautics approval. Activities

may add inspection requirements and are encouraged to utilize the available space on the check sheets for "write-in" of clearances, tolerances, limits, etc., obtained from the list of references found in Section IV, Part 1 of this handbook.

It should be noted that inspections necessary during and following normal maintenance and repair procedures are not listed on the check sheets. For example, if a discrepancy was found in a pump or valve and it had to be repaired or replaced, "proper installation" and "proper safetying" are the responsibility of the person making the repairs.

Recommendations for permanent revisions to this handbook shall be submitted according to the procedure set forth in the Introduction.

NAVAER 01-60JKC-506 and NAVAER 01-60JKC-507 will be stocked in quantities and can be ordered separately. Operating squadrons will receive an initial supply by automatic distribution; additional quantities can be obtained by ordering from the nearest Bureau of Aeronautics publications supply point.

DAILY AND PREFLIGHT INSPECTION CHECK SHEET.—The daily inspection replaces the post-flight inspection called out in earlier inspection handbooks. Persons using these check sheets should note that the definition in this handbook makes a distinction between a preflight inspection and the controversial "in-between-flight" and "thru-flight" inspections and that items requiring inspections more frequently than intermediate inspection will also be listed on this check sheet. These latter items are "must" inspections that collectively would not warrant a specific "name" inspection interval. The items identified with an hourly interval may be accomplished on

successive daily inspections, either before or after they become due.

Discrepancies found and corrected during daily and preflight inspections shall be "signed-off" in a manner similar to that prescribed for intermediate and major inspections.

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET.—Recommendations for changes to the inspection requirements are requested. Maintenance Officers should closely screen the "Material Condition column" of the completed inspection check sheets. Intelligent interpretation of the frequency with which items are found in satisfactory or unsatisfactory condition will provide a valuable guide for recommendations to increase, decrease, or eliminate certain inspection requirements.

OTHER NAME INSPECTIONS.—The Daily and Preflight Inspection check sheets and the Intermediate and Major Inspection check sheet contain, for the most part, all essential maintenance inspections required to be accomplished on the "line" and during periodic "hangar" checks, and at an interval compatible with current maintenance experience. In the interest of standardization and to facilitate preparation of revisions, it is necessary that the identity of specific inspection items be retained Navy-wide. All or any portion of these check sheets may be utilized for other supplemental local "name" inspections. For example, the "engine run-up" portion of the Daily and Preflight Inspection check sheet can be used as an assurance operating check of equipment upon completion of a periodic Intermediate or Major Inspection. Likewise, certain items of either check sheet can be identified as "in flight" checks to supplement a scheduled periodic inspection. Once a local "name" inspection is coordinated by a majority of using activities, it will be issued as a standard inspection procedure for all activities.

SECTION II

SPECIAL INSPECTION REQUIREMENTS

This section contains inspection requirements which do not have a prescribed interval for inspection and depend upon the occurrence of certain circumstances or conditions. Requirements that fall due at the expiration of an interval

of calendar time will be added to the Periodic Inspection Order and Report of the Intermediate or Major Inspection that will be accomplished nearest to the time when the special requirement is due.

ACCOMPLISH

REQUIREMENTS

MAN-MINS

SECTION III

REPLACEMENT SCHEDULE

This section lists units of operating equipment that are to be replaced periodically and specifies how often they are to be replaced. Replacement means removal of the equipment and installation of a serviceable item in its place. Replacement requirements of equipment are indicated in operating hours or calendar time as appropriate. Replacement will be accomplished at the intermediate or major inspection nearest the time when the replacement is due.

Accessories which are normally installed in a Quick Engine Change Assembly (QECA) or kit will not be included in the Replacement Schedule since these accessories are normally replaced at

every engine change regardless of hours of service. Only those accessories which have a service life less than the prescribed engine overhaul time will be shown.

Scheduled replacement of components and accessories will be added to the listings (or intervals will be reduced) when safe "use time" can be accurately determined. Collection and interpretation of inspection discrepancy data will allow for sensible and safe extension (or reduction) of component replacement interval. In view of the latter, it follows that the number of items required to be replaced during each scheduled inspection can be reduced.

<u>REPLACE</u>	<u>AT HOURS</u>	<u>SYSTEM HEADING</u>
1. Brake return line filter element	60 hrs.	Landing Gear
2. Low pressure fuel filter	60 hrs.	Fuel

SECTION IV

INSPECTION REFERENCES

The publications listed in the following table provide "how-to" information for inspection of the aircraft, its systems, and certain components. Check crews should be familiar with pertinent inspection references prior to accomplishing these inspections. Although references are not called out on the check sheets, they must be common knowledge in order to perform a good inspection.

Initially, the listing of references will be limited to the basic aircraft and engine handbooks and those letter publications, known to have specific application to these requirements, that are distributed to operating activities responsible for accomplishing aircraft inspections. Additional

listings of applicable Technical Orders, Technical Notes, Instructions, Bulletins, etc., will be accomplished by revision.

To make certain that all persons performing inspections are aware of new reference listings, particularly those containing Safety-of-Flight information, Maintenance Officers should flag the reference on the check sheets. The recommended method, explained on the check sheets, is by the reference or item number of the listed reference. Specific identification by page and paragraph number is not recommended because page and paragraph numbers are subject to change with each revision of the listed reference.

Item No.	<u>Reference</u>	<u>Application</u>
	<u>Publication No.</u>	<u>(General, System, Equipment or Component)</u>
1.	AN 01-60JKC-1	FJ-3 and FJ-3M Aircraft, Flight Handbook
2.	NAVAER 01-60JKC-501A	FJ-3 and FJ-3M Aircraft, Flight Handbook Supplement
3.	AN 01-60JKC-2	FJ-3 and FJ-3M Aircraft, Maintenance Instructions
4.	NAVAER 01-60JKB-502	FJ-2, FJ-3 and FJ-3M Aircraft, Maintenance Instructions Supplement
5.	AN 01-60JK-3	FJ-2, FJ-3 and FJ-3M Aircraft, Handbook of Structural Repair
6.	AN 01-60JKC-4	FJ-3 and FJ-3M Aircraft, Illustrated Parts Breakdown
7.	AN 02B-35AAC-2	J65-W-16 Engine, Service Instructions
8.	NAVAER 00.67	Aircraft, Transfer and Acceptance
9.	T.O. 1-55	Hydraulic Shock Struts and Actuating Cylinders, Cleaning of

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Part 2

BUREAU OF AERONAUTICS

FJ-3,-3M Aircraft

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ACTIVITY PERFORMING THE INSPECTION		DATE AND TYPE OF INSPECTION
SIDE NO.	BUNO.	RECOMMENDED CREW SIZE AND MAN-HOURS
TOTAL AIRFRAME TIME	ENGINE SERIAL NO. ENGINE TIME	DATE COMPLETED AND ACTUAL MAN-HOURS

SIGN BELOW TO INDICATE COMPLETION OF INSPECTION

SYSTEM	SIGNATURE	SYSTEM	SIGNATURE
Safety and Survival		Fuel	
Airframe		Instruments	
Landing Gear		Armament	
Hydraulic and Pneumatic		Electronics	
Utility		Electrical	
Power Plant		Fire Control	
		Maintenance Chief or Inspector	
		Log Yeoman	
		Maintenance Officer	

1. EXPLANATION OF FORMAT

a. The format for this inspection sheet is standard for all FJ-3, -3M aircraft and shall not be modified except as authorized by the Bureau of Aeronautics.

b. This form is divided into groups of inspection items under "system" headings. A system or subsystem title indicates either a functional system or a group of related components as indicated above.

c. No attempt has been made to set forth tolerances, limits, clearances. Detail work (how to do it) will be in strict accordance with instructions contained in current publications and directives.

d. In front of each system there are three blank forms, "Periodic Inspection Order and Report," "Discrepancies Found and Corrected Report," and "Parts Replacement Report."

e. The "PERIODIC INSPECTION ORDER AND REPORT" is to be partly filled in by the Maintenance Officer before it is issued for a periodic inspection. He will list the additional

work which is to be performed by the crew during the periodic inspection. Examples of Additional Work are the special instructions listed in this Handbook, flight discrepancies, squadron work orders, configuration checks, incorporation of changes or bulletins, etc. Items in the "Work Completed by" column will be signed off by the person completing the work, not necessarily a member of the inspection crew.

f. The "DISCREPANCIES FOUND AND CORRECTED REPORT" is used to indicate to the Maintenance Officer what discrepancy was found, who discovered the discrepancy, and who accomplished the necessary work. This sheet should be used as conscientiously as possible, bearing in mind that an accurate history of component discrepancies is important to the complete history of an aircraft.

Every man should be on the alert for defects of components that are not necessarily his primary responsibility. It is important that such defects be written on the Discrepancies Found and Corrected Report of the proper system. If an electrician finds a hydraulic defect, it should be written on the hydraulic system Discrepancies Found and Corrected

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INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

Report. When items are written on this form, the inspection is not complete until the defects are corrected and signed off by the correcting mechanic. All repairs accomplished, even though not listed on the Periodic Inspection Order and Report or Inspection Check List, should be briefly described in the Discrepancies Found and Corrected Report.

g. The "PARTS REPLACEMENT REPORT" should list every part that is replaced during this inspection interval.

Definition of a part: For this purpose a part is defined as any part or component which, by nature of its use or location, may be of value in regard to a complete maintenance history of the aircraft, and/or requires a log book entry or submission of an unsatisfactory report.

h. The Inspection Check Lists are composed of seven columns reading from left to right and are explained as follows:

(1) The first column establishes a number for each inspection item. This number shall be entered as the item number of the Discrepancies Found and Corrected Report when appropriate.

(2) The second column describes the item to be inspected and what to inspect for. Explanation of the reference number (example [5]) following the item description can be found in Part 1 of this Handbook.

(3) The third and fourth columns are used to indicate the material condition of the item when first inspected by the inspecting mechanic. Was it in such condition that if no work had been done on it, it would have properly performed its function until the next periodic inspection? If yes, the "YES" column should be checked. If any work had to be performed on an item, the "NO" column should be checked and an entry made on the Discrepancies Found and Corrected Report located in the front of the system in which the item is found. These columns should indicate only the condition in which the unit was found, not the condition which it is in at the completion of the periodic inspection. No signatures or initials are required in these columns; only an "X" to indicate material condition should be shown.

(4) The fifth and sixth columns indicate when the item must be inspected. It is these columns that are signed off on the Completion Report to show satisfactory completion of the inspection of individual items.

(5) The seventh column indicates the time in man-minutes for accomplishing the inspection requirement. These man-minutes reflect the time required for inspection, plus normal maintenance and adjustment, and are to be utilized by maintenance officers for planning and scheduling.

i. Completion Report. The responsibility for the completeness of the inspection rests with the Crew Leader. The Crew Leader is the person in charge of and responsible for the proper performance of the inspection for a particular system even though he might be the only mechanic assigned to that system. His signature certifies that all items of that function have been properly inspected and reported.

j. The Maintenance Officer will determine the necessity for utilizing the "ENGINE RUN-UP" check items listed in the DAILY PRE-FLIGHT CHECK SHEETS for verification of the completed inspections.

2. REVISIONS OF INSPECTION SHEET

It is intended that the aircraft will normally be inspected at the interval specified and that only the items listed herein will be inspected. In order that aircraft will receive identical maintenance inspections throughout the Navy, it is essential that no permanent revisions or deletions be made to this sheet. Methods of requesting revisions, additions and deletions to this inspection sheet, and their subsequent issue, are contained in Part 1 of this Handbook.

3. DISTRIBUTION AND PROCUREMENT OF ADDITIONAL SHEETS

An initial supply of applicable aircraft standard inspection check sheets will be automatically distributed. Instructions for procurement of additional check sheets are contained in Part 1 of this Handbook.

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PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Safety and Survival System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
_____ (Crew Leader)			
_____ (Inspector)			

Part 2

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Safety and Survival System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

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Safety and Survival System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
1.	Inspect canopy:					
	(a) surface for cracks, crazing and cleanliness			All	All	
	(b) external and internal normal switches, release control handle and hooks for security and proper operation			All	All	
	(c) pressure and rain seal for deterioration alignment and security			All	All	
	(d) actuator, electrical lead and connection for security			All	All	
	(e) electrical leads and spring for security . .			All	All	
	(f) tracks for security			All	All	
	(g) trucks for proper alignment with tracks . .			All	All	
	(h) trucks for security and proper operation .			All	All	
	(i) idler links for over center travel, stop bolts for proper adjustment and lock indicator pointer for proper position in red area			All	All	
	(j) shoes and dovetail blocks for proper adjustment and security			All	All	
	(k) seal pressure supply line and defrost duct for proper depth engagement			All	All	
	(l) aft release mechanism for security and proper operation			All	All	
	(m) safety pin release cable for fraying, corrosion, proper winding on reel and security			All	All	
	(n) external manual release control "T" handle for proper stowage and security of access plate			All	All	
	(o) limit switches for security and proper operation			All	All	

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Safety and Survival System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
2.	Inspect ejection seat: (CARTRIDGE REMOVED):					
	(a) firing head mechanism for correct protrusion of firing pin			2nd	All	
	(b) rollers for free movement and security . .			2nd	All	
	(c) actuating mechanism for proper operation			2nd	All	
	(d) leg braces and foot rests for cracks, corrosion and security			2nd	All	
	(e) emergency "D" ring handle for proper operation and stowage			2nd	All	
	(f) rails for security			2nd	All	
	(g) catapult tubes for dents, scratches and security			2nd	All	
	(h) catapult upper trunnion for proper adjustment			2nd	All	
	(i) automatic lap belt actuator and firing lanyard (or link) for security			2nd	All	
	(j) oxygen tube bumper for security and proper installation of release pin			2nd	All	
	(k) canopy initiator firing linkage reference marks for clutch engaged position			2nd	All	
	(l) headrest and rail index marks for proper alignment			2nd	All	
	(m) catapult hold back hooks for proper operation			2nd	All	
	(n) catapult manual unlatching mechanism for proper adjustment, alignment, proper operation and security			2nd	All	
	(o) electrical connections for security			2nd	All	
	(p) mechanism for proper functional sequence with canopy jettisoning			2nd	All	
	(q) face curtain for deterioration, date and proper stowage			2nd	All	
	(r) for proper installation of personnel cartridge (CATAPULT SAFETY PIN INSTALLED)			2nd	All	
	(s) for proper adjustment of catapult firing mechanism and canopy initiator linkage . .			2nd	All	

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Safety and Survival System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
3.	Inspect canopy jettison:					
	(a) emergency "T" control handle fitting and jam nut for flush position and security . . .			All	All	
	(b) initiators, extractor, remover, check valves, pneumatic tubing and connections for security			All	All	
	(c) release cable for fraying, corrosion and proper alignment			All	All	
	(d) for legibility of decals			All	All	
4.	Inspect inertia reel:					
	(a) cable for fraying and security			All	All	
	(b) manual and electrical control for proper locking and unlocking			All	All	
	(c) electrical leads and adapters for security			All	All	
	(d) for proper extension, tension and retraction			All	All	
5.	Inspect shoulder harness and automatic lap belt for:					
	(a) frays, cuts and security			All	All	
	(b) proper operation of manual release buckle			All	All	
	(c) proper engagement of spring pin and locking cable assembly			All	All	
	(d) security of lap belt actuating cable and swaged fittings			All	All	
	(e) correct safetying of lap belt actuator			All	All	
	(f) lap belt housing for dents, distortion and security			All	All	

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ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
6.	Inspect oxygen regulator for:					
	(a) leakage and freedom from oil and grease .			All	All	
	(b) proper response to all controls			All	All	
	(c) correct operating pressure			All	All	
7.	Inspect oxygen breathing tube for:					
	(a) cleanliness, cuts, frays and distortion . . .			All	All	
	(b) proper operation of quick-disconnect . . .			All	All	
	(c) security of attachment			All	All	
8.	Inspect liquid oxygen quantity indicator for:					
	(a) correct pressure indication			All	All	
9.	Inspect liquid oxygen quantity indicating warn- ing light:					
	(a) press-to-test-switch for proper operation			All	All	

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FJ-3, -3M Aircraft
Safety and Survival System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
10.	Inspect oxygen cylinder for:					
	(a) freedom from oil and grease			All	All	
	(b) leakage and security of connection			All	All	
	(c) cracks, corrosion and security of clamp			All	All	
11.	Inspect liquid oxygen:					
	(a) components for leakage, freedom from oil and grease			All	All	
	(b) container, mount, connector, leads and quick-disconnects for security			All	All	
	(c) container brackets for corrosion and security			All	All	
	(d) amplifier, heat exchanger, relief and pressure control valves for security			All	All	
	(e) overboard vent line for obstructions			All	All	
	(f) supply lines for proper separation			All	All	
	(g) supply lines, build-ups and overboard vent flexible lines for breaks, wear and security			All	All	
	(h) filler valve and cap for security			All	All	

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FJ-3, -3M Aircraft Safety and Survival System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER- MEDIATE INSPEC- TIONS	MAJOR INSPEC- TIONS	MAN- MIN
		YES	NO			

1 June 1958

Bureau of Aeronautics
PERIODIC INSPECTION AND REPORTFJ-3, -3M Aircraft
Airframes System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
		(Crew Leader)	
		(Inspector)	

Part 2

NAVAER 01-60JKC-507

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Airframes System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Airframes System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect nose and forward fuselage:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) access panels and doors for distortion and defective fasteners			All	All	
	(c) hinges and latches for excessive wear and security			All	All	
	(d) control rods for distortion and security . .			All	All	
	(e) wing-fold selector and manual dump valves for leakage and security			2nd	All	
	(f) aileron trim actuator for overheating and security			2nd	All	
	(g) cockpit access steps for proper operation and security			All	All	
	(h) aileron trim flex shaft for secure attachment to actuator			2nd	All	
2.	Inspect RH wing:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) access panels and doors for distortion and defective fasteners			All	All	
	(c) leading edge slat for freedom of movement and security (where applicable)			All	All	
	(d) leading edge for cracks, dents and fuel leakage (where applicable)			All	All	

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Airframes System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
3.	Inspect RH wing fold area:					
	(a) actuating and locking pin cylinders for leakage and security			All	All	
	(b) actuating linkages and wiring for binding, chafing and security			All	All	
	(c) hydraulic lines for leakage and security . .			All	All	
	(d) warning flag and linkage for binding and security			All	All	
4.	Inspect RH aileron:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) hinges for corrosion, excessive play and security			All	All	
	(c) control valve, actuator, related lines and fittings for leakage and security			2nd	All	
	(d) trailing edge for skin and honeycomb structure separation			All	All	
	(e) balance weights for secure attachment . .			All	All	
5.	Inspect RH flap:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) hinge fitting for secure attachment to actuator jack shaft			All	All	
	(c) actuator for evidence of overheating and security			All	All	
	(d) electrical wiring and synchronizing flex shaft for secure connection to actuator . .			2nd	All	
	(Cont.)					

Bureau of Aeronautics

FJ-3, -3M Aircraft
Airframes System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
5.	Inspect RH flap: (Cont.)					
	(e) trailing edge for skin and honeycomb structure separation			All	All	
	(f) tracks and rollers for cleanliness, dents and distortion			All	All	
6.	Inspect RH speed brake:					
	(a) skin and structure for cracks, dents, corrosion and defective rivets			All	All	
	(b) actuating cylinder and related lines for leakage and security			All	All	
	(c) position indicating switch for secure mounting and electrical connection			2nd	All	
	(d) hinge fittings and bolts for excessive wear and security			All	All	
7.	Inspect RH aft fuselage:					
	(a) access panels and doors for distortion and defective fasteners			All	All	
	(b) skin for cracks, dents, corrosion and defective rivets			All	All	
	(c) for and aft mating surfaces for proper clearance			2nd	All	
	(d) attaching studs for stripped threads and proper torque			2nd	All	
	(e) control cables for fraying, binding and proper tension			2nd	All	
	(f) hydraulic quick-disconnects for leakage and positive locking			2nd	All	
	(Cont.)					

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
7.	Inspect RH aft fuselage: (Cont.)					
	(g) cable quick-disconnect for security			2nd	All	
	(h) aileron control cables for fraying, binding and proper tension			-	All	
8.	Inspect horizontal stabilizer:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) actuator, valve, related lines and fittings for leakage and security			All	All	
	(c) control linkage and feel bungee for worn bearings and secure mounting			2nd	All	
	(d) trim actuator for overheating and security			2nd	All	
9.	Inspect elevators:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) trailing edges for skin and honeycomb structure separation			All	All	
	(c) control linkage for worn bearings and secure mounting			2nd	All	
	(d) balance weights for secure attachment . . .			2nd	All	

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Airframes System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
10.	Inspect vertical fin and rudder:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) trim tab actuator for secure mounting and electrical connections			2nd	All	
	(c) control linkage for worn bearings and security			2nd	All	
	(d) access panels for distortion and defective fasteners			All	All	
	(e) balance weights for secure attachment			All	All	
	(f) flutter damper for leakage and security (where applicable)			All	All	
11.	Inspect LH aft fuselage:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) fore and aft mating surfaces for proper clearance			2nd	All	
	(c) attaching studs for stripped threads and proper torque			2nd	All	
	(d) control cables for fraying, binding and proper tension			2nd	All	
	(e) hydraulic quick-disconnects for leakage and positive locking			2nd	All	
	(f) control cable quick-disconnects for security			2nd	All	
	(g) speed brake selector valve, dump valve, related lines and fittings for leakage and security			All	All	
	(h) access panels and doors for distortion and defective fasteners			All	All	

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FJ-3, -3M Aircraft
Airframes System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
12.	Inspect LH speed brake:					
	(a) skin and structure for cracks, dents, distortion, corrosion and defective rivets . . .			All	All	
	(b) actuating cylinder, related lines and fittings for leakage and security			All	All	
	(c) position indicating switch for secure mounting and electrical connection			All	All	
	(d) hinge fittings and bolts for excessive wear and security			All	All	
13.	Inspect LH flap:					
	(a) skin for cracks, dents, corrosion and defective fasteners			All	All	
	(b) hinge fitting for secure attachment to actuator jack shaft			All	All	
	(c) actuator for overheating and security . . .			All	All	
	(d) electrical wiring and synchronizing flex shaft for secure connection to actuator . .			2nd	All	
	(e) trailing edge for skin and honeycomb structure separation			All	All	
	(f) tracks and rollers for cleanliness, dents and distortion			All	All	
14.	Inspect LH aileron:					
	(a) hinges for corrosion, excessive play and security			All	All	
	(b) control valve, actuator and related lines for leakage and security			2nd	All	
	(c) trailing edge for skin and honeycomb structure separation			All	All	
	(Cont.)					

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FJ-3, -3M Aircraft
Airframes System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
14.	Inspect LH aileron: (Cont.)					
	(d) balance weights for secure attachment . . .			All	All	
	(e) skin for cracks, dents, corrosion and defective rivets			All	All	
	(f) trim and feel bungee mechanism for security			2nd	All	
15.	Inspect LH wing fold area:					
	(a) actuating and locking pin cylinders for leakage and security			All	All	
	(b) actuating linkages and wiring for binding, chafing and security			All	All	
	(c) hydraulic lines for leakage and security . .			All	All	
	(d) warning flag and linkage for binding and security			All	All	
16.	Inspect LH wing:					
	(a) skin for cracks, dents, corrosion and defective rivets			All	All	
	(b) access panels and doors for distortion and defective fasteners			All	All	
	(c) leading edge slat for freedom of movement and security (where applicable) . . .			All	All	
	(d) leading edge for cracks, dents and fuel leakage (where applicable)			All	All	

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FJ-3, -3M Aircraft
Airframes System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
17.	Inspect cockpit:					
	(a) windshield for cracks, delamination, cleanliness and security			All	All	
	(b) pedestal cover for tears and secure attachment			All	All	
	(c) rudder pedals for freedom of movement and security			All	All	
	(d) rudder gust locks for proper operation . .			All	All	
	(e) rudder control cables for fraying, binding and proper tension			2nd	All	
	(f) rudder pedal shaker for secure attachment			All	All	
18.	Inspect for proper response to cockpit controls:					
	(a) rudder pedal adjustment			All	All	
	(b) ailerons and aileron trim			All	All	
	(c) speed brakes			All	All	
	(d) horizontal stabilizer and elevators			All	All	
	(e) rudder and rudder trim tab			All	All	
	(f) wing fold			All	All	
	(g) flaps, LH and RH actuation			All	All	
	(h) take-off trim			All	All	

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Bureau of Aeronautics

PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES		(Crew Leader)	
		(Inspector)	

Part 2

NAVAER 01-60JKC-507

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect nose gear door:					
	(a) structure for cracks, distortion, corrosion and defective rivets			All	All	
	(b) hinge fittings and bolts for cracks, corrosion and security			All	All	
	(c) actuating and locking linkages for cracks, corrosion and security			All	All	
	(d) actuating and locking cylinders for hydraulic leakage and security			All	All	
	(e) position indicating switches and connecting electrical leads for security			All	All	
2.	Inspect nose gear:					
	(a) actuating and locking cylinders for hydraulic leakage and security			All	All	
	(b) actuating and locking linkages for cracks, corrosion and security			All	All	
	(c) down-lock switch and connecting electrical leads for security			All	All	
	(d) hydraulic lines and hoses in wheel well for cracks, kinks, chafing and leakage			All	All	
3.	Inspect nose gear shock strut:					
	(a) for specified fluid level			-	All	
	(b) for specified inflation and hydraulic leakage			All	All	
	(c) piston for cleanliness, corrosion and scoring (Cont.)			All	All	

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
3.	Inspect nose gear shock strut: (Cont.)					
	(d) attaching and linkage bolts for security . .			All	All	
	(e) supporting and attaching structures for cracks and corrosion			All	All	
	(f) shimmy damper for hydraulic leakage and specified fluid level			All	All	
	(g) shimmy damper torsion spring for cracks and corrosion			All	All	
	(h) fairing for cracks, distortion, corrosion and security			All	All	
4.	Inspect nose wheel:					
	(a) bearings for chips, cracks and pitting . . .			2nd	All	
	(b) felt grease seal for deterioration			2nd	All	
	(c) attaching and mounting bolts for security .			All	All	
	(d) structure for cracks and corrosion			All	All	
	(e) tire for cuts, breaks, uneven or excessive wear			All	All	
	(f) tire for specified inflation and slippage mark alignment			All	All	
	(g) assembly for free rotation			2nd	All	
5.	Inspect emergency extension:					
	(a) dump, selector, thermal relief and charge valves for hydraulic leakage and security of connections			All	All	
	(b) accumulator for hydraulic leakage, specified air pressure and security (Cont.)			All	All	

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
5.	Inspect emergency extension: (Cont.)					
	(c) release cable for corrosion fraying and proper rigging			-	All	
	(d) dump valve for proper operation			All	All	
6.	Inspect catapult hook and barrier pickup for:					
	(a) corrosion, cracks and security			All	All	
	(b) cracks in surrounding skin area			All	All	
7.	Inspect LH main gear door:					
	(a) structure for cracks, distortion, corrosion and defective rivets			All	All	
	(b) hinge fittings and bolts for cracks, corrosion and security			All	All	
	(c) actuating and locking linkages for cracks, corrosion and security			All	All	
	(d) actuating and locking cylinders for hydraulic leakage and security			All	All	
	(e) position indicating switches and connecting electrical leads for security			All	All	
8.	Inspect LH main gear:					
	(a) actuating and locking cylinders for hydraulic leakage and security			All	All	
	(b) actuating and locking linkages for cracks, corrosion and security			All	All	
	(Cont.)					

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
8.	Inspect LH main gear: (Cont.)					
	(c) down-lock switch, ground safety switch and connecting electrical leads for security			All	All	
	(d) hydraulic lines and hoses in wheel well for cracks, kinks, chafing and leakage . . .			All	All	
	(e) trunnion, strut and side brace doors for cracks, distortion, corrosion and security			All	All	
9.	Inspect LH main gear shock strut:					
	(a) for specified fluid level			-	All	
	(b) for specified inflation and hydraulic leakage			All	All	
	(c) piston for cleanliness, corrosion and scoring			All	All	
	(d) attaching and linkage bolts for security . .			All	All	
	(e) supporting and attaching structures for cracks and corrosion			All	All	
10.	Inspect LH main wheel:					
	(a) bearings for chips, cracks and pitting . . .			2nd	All	
	(b) felt grease seal for deterioration			2nd	All	
	(c) attaching and mounting bolts for security .			All	All	
	(d) structure for cracks and corrosion			All	All	
	(e) tire for cuts, breaks, uneven or excessive wear			All	All	
	(f) tire for specified inflation and slippage mark alignment			All	All	
	(g) assembly for free rotation			2nd	All	

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
11.	Inspect LH main wheel brake:					
	(a) discs for cracks, warpage and excessive wear			2nd	All	
	(b) disc drive keys for excessive wear			2nd	All	
	(c) housing for cracks, corrosion, hydraulic leakage and security			All	All	
	(d) hose for chafing, hydraulic leakage and security			All	All	
	(e) pucks for wear beyond permissible limits.			All	All	
	(f) adjusting nuts for security			All	All	
12.	Inspect catapult holdback fitting for:					
	(a) corrosion, cracks and security			All	All	
	(b) cracks in surrounding skin area			All	All	
	(c) proper spring-back action and positive locking			All	All	
13.	Inspect arresting gear:					
	(a) hook point and bumper for cracks, excessive wear and security			All	All	
	(b) actuating cylinder, snubber and connecting lines for hydraulic leakage and security			All	All	
	(c) air-oil snubber for specified fluid level and air pressure			All	All	
	(d) selector valves and connecting lines for hydraulic leakage and security			All	All	
	(e) actuating linkage for cracks, corrosion and security			All	All	
	(f) position indicating switches and connecting electrical leads for security			All	All	
	(g) release cable for fraying, corrosion and security			All	All	
	(Cont.)					

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FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
13.	Inspect arresting gear: (Cont.)					
	(h) latch mechanism for cracks, corrosion and security			All	All	
	(i) fairing doors and hinge fittings for cracks, corrosion, distortion and security			All	All	
14.	Inspect tail bumper:					
	(a) shoe and shaft for cracks, excessive wear and security			All	All	
	(b) actuating cylinder and connecting lines for hydraulic leakage and security			All	All	
	(c) shock strut piston for cleanliness, hydraulic leakage and scoring			All	All	
	(d) shock strut for specified fluid level			-	All	
	(e) actuating and locking linkage for cracks, corrosion and security			All	All	
	(f) position indicating switches and connecting electrical leads for security			All	All	
15.	Inspect RH main gear door:					
	(a) structure for cracks, distortion, corrosion and defective rivets			All	All	
	(b) hinge fittings and bolts for cracks, corrosion and security			All	All	
	(c) actuating and locking linkages for cracks, corrosion and security			All	All	
	(Cont.)					

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FJ-3, -3M Aircraft
Landing Gear System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
15.	Inspect RH main gear door: (Cont.)					
	(d) actuating and locking cylinders for hydraulic leakage and security			All	All	
	(e) position indicating switches and connecting electrical leads for security			All	All	
16.	Inspect RH main gear:					
	(a) actuating and locking cylinders for hydraulic leakage and security			All	All	
	(b) actuating and locking linkages for cracks, corrosion and security			All	All	
	(c) down-lock switch and connecting electrical leads for security			All	All	
	(d) hydraulic lines and hoses in wheel well for cracks, kinks, chafing and leakage			All	All	
	(e) trunnion, strut and side brace doors for cracks, distortion, corrosion and security			All	All	
17.	Inspect RH main gear shock strut:					
	(a) for specified fluid level			-	All	
	(b) for specified inflation and hydraulic leakage			All	All	
	(c) piston for cleanliness, corrosion and scoring			All	All	
	(d) attaching and linkage bolts for security . .			All	All	
	(e) supporting and attaching structures for cracks and corrosion			All	All	

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Landing Gear System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
18.	Inspect RH main wheel:					
	(a) bearings for chips, cracks and pitting . . .			2nd	All	
	(b) felt grease seal for deterioration			2nd	All	
	(c) attaching and mounting bolts for security .			All	All	
	(d) structure for cracks and corrosion			All	All	
	(e) tire for cuts, breaks, uneven or excessive wear			All	All	
	(f) tire for specified inflation and slippage mark alignment			All	All	
	(g) assembly for free rotation			2nd	All	
19.	Inspect RH main wheel brake:					
	(a) discs for cracks, warpage and excessive wear			2nd	All	
	(b) disc drive keys for excessive wear			2nd	All	
	(c) housing for cracks, corrosion, hydraulic leakage and security			All	All	
	(d) hose for chafing, hydraulic leakage and security			All	All	
	(e) pucks for wear beyond permissible limits.			All	All	
	(f) adjusting nuts for security			All	All	
20.	Inspect wheel brake control:					
	(a) emergency reservoirs for hydraulic leakage and security			2nd	All	
	(b) power boost master cylinders and connecting lines for hydraulic leakage and security			2nd	All	
	(c) bungees and pedal linkages for cracks and security			2nd	All	

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FJ-3, -3M Aircraft
Landing Gear System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
21.	Inspect windshield barrier crash guard for:			All	All	
	(a) cracks, corrosion and security					
	(b) proper rigging and security of control linkage					
22.	Inspect the following units for proper normal operation:			2nd	All	
	(a) nose gear door					
	(b) nose gear					
	(c) catapult hook and barrier pickup					
	(d) main gear doors					
	(e) main gear					
	(f) main wheel brakes					
	(g) arresting gear					
	(h) tail bumper					
	(i) windshield barrier crash guard					
23.	Inspect the following units for proper emergency operation:			-	All	
	(a) nose gear and door					
	(b) main gear and doors					
	(c) main wheel brakes					

Bureau of Aeronautics

1 June 1958

FJ-3, -3M Aircraft Landing Gear System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			

1 June 1958

Bureau of Aeronautics
PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Hydraulic and Pneumatic System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
(Crew Leader)			
(Inspector)			

Part 2

NAVAER 01-60JKC-507

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Hydraulic and Pneumatic System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Hydraulic and Pneumatic System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect alternate flight control pump and motor:					
	(a) electrical leads for fraying and connections for security			All	All	
	(b) connecting lines and fittings for leakage and security			All	All	
2.	Inspect alternate flight control hydraulic pressure switches:					
	(a) for leakage and security			All	All	
	(b) electrical leads for fraying and security of connections			All	All	
3.	Inspect alternate flight control hydraulic accumulator:					
	(a) mounting straps for security			All	All	
	(b) connecting lines and fittings for leakage and security			All	All	
	(c) pressure gage for cracked glass, cleanliness, and specified pre-charge			All	All	
	(d) relief valve for leakage and security			All	All	
	(e) air filler valve cap for security			All	All	
	(f) dump valve for leakage and security			All	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
4.	Inspect alternate control return line and pressure filters for:					
	(a) cracks, collapsing and contamination of elements			2nd	All	
	(b) leakage and security			All	All	
5.	Inspect alternate flight control reservoir:					
	(a) connecting lines and fittings for leakage and security			All	All	
	(b) for specified fluid level			All	All	
	(c) sight gage for cracked glass and security			All	All	
	(d) drain line cap for leakage and security			All	All	
	(e) overboard drain line for obstruction			All	All	
6.	Inspect normal flight control hydraulic pressure switches:					
	(a) for leakage and security			All	All	
	(b) electrical leads for fraying and security of connections			All	All	
7.	Inspect normal flight control accumulator:					
	(a) mounting straps for security			All	All	
	(b) connecting lines and fittings for leakage and security			All	All	
	(c) relief valve for leakage and security			All	All	
	(d) pressure gage for cracked glass, cleanliness and specified pre-charge			All	All	
	(Cont.)					

Bureau of Aeronautics

FJ-3, -3M Aircraft
Hydraulic and Pneumatic System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
7.	Inspect normal flight control accumulator: (Cont.) (e) air filler valve cap for security (f) dump valve for leakage and security			All All	All All	
8.	Inspect normal flight control reservoir: (a) connecting lines and fittings for leakage and security (b) for specified fluid level (c) sight gage for cracked glass and security (d) drain line cap for leakage and security (e) overboard drain line for obstruction			All All All All All	All All All All All	
9.	Inspect normal flight control, return line, case drain, pressure and filler filters for: (a) cracks, collapsing and contamination of elements (b) leakage and security			2nd All	All All	
10.	Inspect utility reservoir: (a) connecting lines and fittings for leakage and security (b) for specified fluid level (c) sight gage for cracked glass and security (d) drain line cap for leakage and security (e) overboard drain line for obstruction (Cont.)			All All All All All	All All All All All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
10.	Inspect utility reservoir: (Cont.)					
	(f) filler strainer for cleanliness			All	All	
	(g) filler cap for positive locking			All	All	
11.	Inspect utility and brake return line filters for:					
	(a) cracks, collapsing and contamination of elements			2nd	All	
	(b) leakage and security			All	All	
12.	Inspect utility air pressure regulator and normal air relief valve for:					
	(a) proper operation, leakage and security . .			2nd	All	
13.	Inspect utility air storage tank:					
	(a) mounting straps and connecting lines for security			All	All	
	(b) connecting lines and fittings for leakage . .			2nd	All	
	(c) overboard drain for evidence of water and security			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Hydraulic and Pneumatic System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
14.	Inspect utility hydraulic pressure relief valve:			All -	All All	
	(a) connecting lines and fittings for leakage and security					
	(b) for proper operation					
15.	Inspect manual change-over linkage:			All All	All All	
	(a) cable for fraying, corrosion and security .					
	(b) for positive operation					
16.	Inspect external ground service fittings for:			All All	All All	
	(a) cleanliness, leakage and security					
	(b) security of dust caps					

Bureau of Aeronautics

FJ-3, -3M Aircraft Hydraulic and Pneumatic System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft

PERIODIC INSPECTION ORDER AND REPORT

Utility System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
(Crew Leader)			
(Inspector)			

Part 2

NAVAER 01-60JKC507

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Utility System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Utility System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect Anti "G":					
	(a) control panel for cleanliness and security.			All	All	
	(b) quick-disconnect for proper operation . . .			All	All	
	(c) pressure control valve, lines and electrical leads for security			All	All	
	(d) valve control knob for freedom of movement			All	All	
	(e) hose for deterioration, distortion and security			All	All	
	(f) filter element for cleanliness			All	All	
2.	Inspect cockpit pressure regulator:					
	(a) shock mounts and vent hose for deterioration			All	All	
	(b) filter element and screen for cleanliness			All	All	
	(c) test valve handle for correct safetying in "FLIGHT POSITION"			All	All	
	(d) electrical leads and connections for security			All	All	
	(e) outflow valve for cleanliness and security.			All	All	
3.	Inspect air conditioning:					
	(a) control panel for cleanliness and security.			All	All	
	(b) emergency dump valve for cleanliness and security			All	All	
	(c) cockpit air outlets, windshield and canopy defrost manifolds for obstructions and security			All	All	
	(d) windshield anti-ice and rain removal nozzle for obstruction and security			All	All	
	(Cont.)					

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Utility System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
3.	Inspect air conditioning: (Cont.)					
	(e) windshield anti-icing overheat warning light and thermostwitch for security of electrical leads, connections and proper operation			All	All	
	(f) windshield and canopy defrost valve for security			All	All	
	(g) cockpit temperature, defrost and anti-ice control regulator for security of electrical plug, safety-wire, fasteners and mount . .			2nd	All	
	(h) defrost and anti-ice air temperature pick-up unit for security			2nd	All	
	(i) canopy seal shut-off valve and pressure regulator for security of electrical leads and connections			2nd	All	
	(j) canopy seal dump microswitch for security and proper adjustment			2nd	All	
	(k) flow limiting nozzle and ram air valve for security			2nd	All	
	(l) air temperature, defrost and anti-ice control regulator for security of electrical leads, connections, fasteners and mount . .			2nd	All	
	(m) carrier deck seal storage dump fitting and ground pressurization test connection for security of mount, cap and vent for obstructions			All	All	
4.	Inspect primary heat exchanger and modulating valve for:					
	(a) security of electrical leads, hose clamps and mount			2nd	All	
	(b) cleanliness of exchanger screen			2nd	All	

FJ-3, -3M Aircraft Utility System

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
5.	Inspect secondary heat exchanger:					
	(a) bypass valve for security			2nd	All	
	(b) intake and turbine discharge ducts for cracks and security			2nd	All	
	(c) grease cartridge for obstructions in vent			2nd	All	
	(d) screen for cleanliness			All	All	
	(e) clamps and mount for security			2nd	All	

1 June 1958

Bureau of Aeronautics

PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Power Plant System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with Handbook of Engine Service Instructions.		

COMPLETION REPORT

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DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES		(Crew Leader)	
		(Inspector)	

Part 2

NAVAER 01-60JKC-507

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY. (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect pressure oil filter for:					
	(a) foreign matter			All	All	
	(b) cleanliness and damaged screens			All	All	
	(c) evidence of leakage and proper security..			All	All	
2.	Inspect scavenge pump strainer for:					
	(a) foreign matter			All	All	
	(b) cleanliness and damaged screens			All	All	
	(c) evidence of leakage and proper security..			All	All	
3.	Inspect scavenge pump filter for:					
	(a) foreign matter			All	All	
	(b) damaged disc			All	All	
	(c) evidence of leakage and proper security..			All	All	
4.	Inspect inlet guide vanes and first stage compressor rotor for:					
	(a) nicks, dents or cracks			All	All	
	(b) security of vane segments			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
5.	Inspect tail pipe for:					
	(a) attaching bolts for security and proper torque			All	All	
	(b) insulation blankets for condition and security of attachment			All	All	
	(c) security of area reducing inserts			All	All	
	(d) freedom and condition of flex joint			All	All	
	(e) hot spots, buckling and cracks			All	All	
	(f) security of installation			All	All	
6.	Inspect exhaust duct for:					
	(a) hot spots, buckling and cracks			All	All	
	(b) proper positioning of inner cone			All	All	
	(c) security of installation			All	All	
	(d) condition of thermocouple probe bosses			All	All	
7.	Inspect tail-pipe clamp for:					
	(a) cracks or warpage			All	All	
	(b) security of attaching bolts			All	All	
8.	Inspect second stage turbine shroud ring for:					
	(a) evidence of overheating			All	All	
	(b) warpage			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
9.	Inspect second stage turbine wheel for:					
	(a) cracks or deterioration			All	All	
	(b) proper axial clearance			All	All	
10.	Inspect second stage turbine blades for:					
	(a) cracks, nicks or dents			All	All	
	(b) evidence of overheating			All	All	
	(c) proper circumferential tip movement			All	All	
	(d) proper radial tip clearance			All	All	
11.	Inspect second stage turbine stator vanes for:					
	(a) cracks, nicks or dents			All	All	
	(b) evidence of overheating			All	All	
12.	Inspect combustion chamber housing for:					
	(a) cracks			All	All	
	(b) evidence of overheating			All	All	
	(c) proper security of attachment			All	All	
	(d) hot spots in primer area			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
13.	Inspect inner and outer liners and heat shields for:					
	(a) buckling, distortion and cracks			All	All	
	(b) proper installation and security			All	All	
14.	Inspect primary fuel air tubes for:					
	(a) cracks			2nd	All	
	(b) excessive distortion at discharge end . . .			2nd	All	
15.	Inspect secondary air cups for:					
	(a) blocked air passages			2nd	All	
	(b) loose welds			2nd	All	
	(c) security of mounting			2nd	All	
16.	Inspect fire seal for:					
	(a) cracks and security			All	All	
	(b) proper alignment			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
17.	Inspect internal fuel tubes for:					
	(a) security of installation			All	All	
	(b) evidence of leakage at fuel line connection			All	All	
18.	Inspect primer nozzles for:					
	(a) cleanliness of tips			All	All	
	(b) cracks			All	All	
	(c) security of mounting			All	All	
	(d) security of attached lines			All	All	
19.	Inspect igniter plugs for:					
	(a) cleanliness of electrodes			All	All	
	(b) damaged ceramic insulator			All	All	
	(c) proper installation			All	All	
	(d) security of attached leads			All	All	
20.	Inspect fuel lines for:					
	(a) chafing or internal restriction			All	All	
	(b) evidence of leakage under pressure			All	All	
	(c) proper security of attachment			All	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
21.	Inspect all fuel distributors for:					
	(a) foreign matter			2nd	All	
	(b) ruptured screens			2nd	All	
22.	Inspect engine support and trunnion mounts for:					
	(a) cracks			All	All	
	(b) secure installation			All	All	
23.	Inspect oil vapor duct for:					
	(a) evidence of leakage			All	All	
	(b) cracks or distortion			2nd	All	
	(c) proper security			2nd	All	
24.	Inspect compressor case for:					
	(a) damage and security			2nd	All	
	(b) front, rear flange and split line bolts for security			2nd	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
25.	Inspect fuel flow transmitter for:					
	(a) security of mounting			All	All	
	(b) evidence of leakage			All	All	
26.	Inspect bearing external cooling air tubes for:					
	(a) cracks or chafing			All	All	
	(b) security of attachment			All	All	
27.	Inspect oil tank for:					
	(a) evidence of leakage			All	All	
	(b) freedom of movement of inverted flight swivel			2nd	All	
	(c) security of mounting			2nd	All	
	(d) security of attached lines			All	All	
	(e) condensation and foreign matter in sump			All	All	
	(f) proper safetying of drain valve			All	All	
28.	Inspect oil pressure transmitter for:					
	(a) security of mounting			All	All	
	(b) evidence of leakage			All	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
29.	Inspect bevel gear box for:					
	(a) evidence of leakage			All	All	
	(b) security of attached lines			All	All	
30.	Inspect ignition generator for:					
	(a) security of mounting			2nd	All	
	(b) damage to and security of ignition leads . .			All	All	
31.	Inspect accessory gear box (for):					
	(a) evidence of leakage			All	All	
	(b) security of mounting			2nd	All	
	(c) scavenge pump strainer for foreign matter			2nd	All	
32.	Inspect fuel pump for:					
	(a) evidence of leakage			All	All	
	(b) security of mounting			2nd	All	
	(c) security of attached lines			All	All	

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FJ-3, -3M Aircraft
Power Plant System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN.
		YES	NO			
33.	Inspect normal flight control hydraulic pump for:					
	(a) cracks or corrosion			2nd	All	
	(b) evidence of leakage			All	All	
	(c) security of attached lines			All	All	
34.	Inspect utility hydraulic pump for:					
	(a) cracks or corrosion			2nd	All	
	(b) evidence of leakage			All	All	
	(c) security of attached lines			All	All	
35.	Inspect tachometer generator for:					
	(a) security of mounting			2nd	All	
	(b) security of attached leads			All	All	
36.	Inspect engine fuel control unit for:					
	(a) security of mounting			2nd	All	
	(b) evidence of leakage			All	All	
	(c) control linkage for excessive bearing or bushing wear, metal fatigue and proper safetying			All	All	
	(d) proper operation and adjustment			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Power Plant System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
37.	Inspect fuel control compressor limiter filter for:					
	(a) evidence of leakage			All	All	
	(b) presence of foreign matter			All	All	
	(c) proper security			All	All	
38.	Inspect fuel control main filter for:					
	(a) evidence of leakage			All	All	
	(b) presence of foreign matter			All	All	
	(c) proper security			All	All	
39.	Inspect power control lever and linkage for:					
	(a) proper rigging			All	All	
	(b) freedom of movement			All	All	
	(c) proper operation of friction lock			All	All	
40.	Inspect thermocouples for:					
	(a) damage and security of mounting			All	All	
	(b) damaged or corroded probes			All	All	
	(c) condition of wiring			All	All	
	(d) proper calibration			All	All	
	(e) carbon deposits in rigid assembly "T" fitting			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft

PERIODIC INSPECTION ORDER AND REPORT

Fuel System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

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DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
		(Crew Leader)	
		(Inspector)	

Part 2

NAVAER 01-60JKC-507

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Fuel System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Fuel System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect air pressure shut-off valve:					
	(a) mounting for security			All	All	
	(b) electrical and air lines for security			All	All	
	(c) for proper opening and closing			All	All	
2.	Inspect air pressure regulator:					
	(a) mounting for security			All	All	
	(b) lines and fittings for security			All	All	
	(c) filtering screen for breaks and cleanliness			All	All	
3.	Inspect air operated vent valves:					
	(a) mounting for security			All	All	
	(b) for obstructions and security of lines and attachments			All	All	
	(c) for proper opening and closing			All	All	
4.	Inspect forward fuselage fuel cell:					
	(a) mounting for security			All	All	
	(b) for evidence of chafing and leaks			All	All	
	(c) fuel and vent line connections for security (Cont.)			All	All	

Bureau of Aeronautics

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
4.	Inspect forward fuselage fuel cell: (Cont.)					
	(d) for cleanliness, security and proper operation of pressure fueling valve			All	All	
	(e) access covers for leaks and security			All	All	
5.	Inspect dual level control valve:					
	(a) mounting for security			All	All	
	(b) sensing lines for security			All	All	
	(c) electrical connections for security			All	All	
	(d) for evidence of leakage and proper operation			All	All	
6.	Inspect center wing fuel cell:					
	(a) for chafing and evidence of leakage			All	All	
	(b) mounting for security			All	All	
	(c) outlet fittings and lines for security			All	All	
7.	Inspect center wing cell suction feed manifold:					
	(a) for proper position of manifold			2nd	All	
	(b) mounting for security			2nd	All	
	(c) jiggle wire in thermal relief port for free operation			2nd	All	
	(d) flapper check valve for proper opening and closing			2nd	All	

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Fuel System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
8.	Inspect fuel boost pumps:					
	(a) mountings for security and evidence of leakage			All	All	
	(b) electrical connections and drain plugs for security			All	All	
	(c) for evidence of overheating and proper operation			All	All	
	(d) access covers for proper installation . . .			All	All	
	(e) for contamination at drain valves			All	All	
9.	Inspect fuselage aft fuel cell:					
	(a) for chafing and evidence of leakage			All	All	
	(b) fuel and vent line connections for security			All	All	
	(c) mounting for security			All	All	
	(d) electrical connections for security			All	All	
	(e) filler receptacle for damage and security			All	All	
	(f) for proper capacity			-	All	
10.	Inspect aft fuselage fuel cell transfer pump:					
	(a) mounting for security and evidence of leakage			All	All	
	(b) electrical connections and drain plugs for security			All	All	
	(c) for evidence of overheating and proper operating pressure			All	All	
	(d) for contamination at drain valve			All	All	

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ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
11.	Inspect manual fuel shut-off valve:					
	(a) mounting for security and evidence of leakage			All	All	
	(b) for worn or frayed cable			All	All	
	(c) for proper opening and closing			All	All	
12.	Inspect fuel low-pressure filter:					
	(a) mounting and connections for evidence of leakage and security			All	All	
	(b) element and bowl for damage			All	All	
	(c) drain valve for evidence of contamination and security			All	All	
13.	Inspect LH wing fuel tank:					
	(a) for security of mounting and evidence of leakage			All	All	
	(b) dive vent fitting for security			All	All	
	(c) fuel probe and connections for security			All	All	
	(d) drain valve for contamination and security			All	All	
	(e) filler cap for proper locking			All	All	
	(f) access doors for proper installation			All	All	
	(g) for proper capacity			-	All	
	(h) integral fuel control valve for security and proper operation			-	All	

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ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
14.	Inspect LH fuel level control valve:					
	(a) for security of mounting			All	All	
	(b) for evidence of leakage and proper operation			All	All	
15.	Inspect LH wing wet leading edge fuel strainer:					
	(a) mounting for security			All	All	
	(b) for presence of foreign matter			All	All	
16.	Inspect in-flight refueling probe:					
	(a) mounting for security			All	All	
	(b) for evidence of corrosion and leakage . . .			All	All	
	(c) for proper operation			All	All	
17.	Inspect RH wing fuel tank:					
	(a) for security of mounting and evidence of leakage			All	All	
	(b) dive vent fitting for security			All	All	
	(c) fuel probe and connections for security . .			All	All	
	(d) for contamination at drain valve			All	All	
	(e) filler cap for proper locking			All	All	
	(f) access door for proper installation			All	All	
	(g) for proper capacity			-	All	
	(h) integral fuel control valve for security and proper operation			-	All	

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
18.	Inspect wing tank fuel vent shut-off valve and control cable:					
	(a) rigging for proper adjustment			-	All	
	(b) for wear, binding and security of mounting			All	All	
	(c) for proper operation			All	All	
19.	Inspect auxiliary fuel tanks for:					
	(a) ground safety pins installed			All	All	
	(b) evidence of leakage			All	All	
	(c) security of adapter beam and attachment .			All	All	
	(d) security of fuel and pressurization lines .			All	All	
	(e) proper operation of release mechanism . .			All	All	
	(f) security and proper locking of filler caps .			All	All	
	(g) security of dive vent valves			All	All	
	(h) cleanliness and contamination of strainers			All	All	
20.	Inspect auxiliary dump valves:					
	(a) for visible damage and alignment			All	All	
	(b) for deterioration of seals			All	All	
21.	Inspect auxiliary fuel dump actuators:					
	(a) mounting and electrical connections for security			All	All	
	(b) control linkage for proper adjustment and security			All	All	

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PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Instruments System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
(Crew Leader)			
(Inspector)			

Part 2

Bureau of Aeronautics

NAVAER 01-60JKC-507

1 June 1958

FJ-3, -3M Aircraft
Instruments System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Instruments System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect rear of instrument panel for:					
	(a) security of electrical, tubing and bonding connections			All	All	
	(b) chafing or collapsing of flexible lines . . .			All	All	
	(c) secure mounting of instruments			All	All	
	(d) deterioration and free movement of shock mounts.			All	All	
	(e) interference of lines, wiring or instrument cases with moving parts			All	All	
	(f) security and proper operation of vibrator.			All	All	
2.	Inspect instrument panel:					
	(a) lights and rheostats for proper operation.			All	All	
	(b) placards for legibility and security.			All	All	
	(c) for loose, broken, illegible or fogged instruments			All	All	
3.	Inspect tachometer indicator:					
	(a) range marks for proper position			All	All	
	(b) for accuracy throughout range			2nd	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
4.	Inspect exhaust temperature indicator:					
	(a) range marks for correct position			All	All	
	(b) for accuracy throughout range			All	All	
5.	Inspect fuel flow indicator:					
	(a) for zero indication with instrument power on			All	All	
6.	Inspect wheel and flap position indicators:					
	(a) for wheels down indication with power on .			All	All	
	(b) for barber pole indication with power off .			All	All	
	(c) for proper response to flap extension			All	All	
	(d) for indications consistent with retracted, intermediate and extended positions of landing gear			2nd	All	
7.	Inspect angle of attack:					
	(a) indicator for proper operation of setting mechanism			All	All	
	(b) indicator, approach lights and rudder shaker for proper response to probe rotation . (Cont.)			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Instruments System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
7.	Inspect angle of attack: (Cont.)					
	(c) detector probe heater for proper operation			All	All	
	(d) detector probe for damage, free movement and evidence of overheating			All	All	
8.	Inspect mach. airspeed indicator:					
	(a) setting mechanism for proper operation . .			All	All	
	(b) for accuracy at landing speed			2nd	All	
9.	Inspect pressure altimeter:					
	(a) setting mechanism for proper operation . .			All	All	
	(b) for accuracy at field elevation			All	All	
10.	Inspect hydraulic pressure indicator:					
	(a) range marks for proper position			All	All	
11.	Inspect accelerometer:					
	(a) setting mechanism for proper operation . .			All	All	

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FJ-3, -3M Aircraft
Instruments System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
12.	Inspect gyro horizon indicator:					
	(a) caging mechanism for proper operation..			All	All	
	(b) setting mechanism for proper operation..			All	All	
	(c) warning flag for proper response to instrument power switch.....			All	All	
	(d) for zero indication with aircraft level...			2nd	All	
	(e) gyro for proper audible operation.....			All	All	
13.	Inspect turn and bank indicator:					
	(a) ball for zero indication with aircraft level			All	All	
14.	Inspect rate-of-climb indicator:					
	(a) needle for zero setting			All	All	
	(b) for proper response to static pressure changes			2nd	All	
15.	Inspect radio magnetic course indicator:					
	(a) compass card for proper response to course set and annunciator signal.....			All	All	
	(b) compass card for proper slaving rate in compass mode			All	All	
	(c) compass card for precession rate in free D.G. mode			All	All	

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FJ-3, -3M Aircraft
Instruments System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
16.	Inspect fuel quantity:					
	(a) indicator for proper response to test switch			All	All	
	(b) indicator for proper response to aft sump check switch			All	All	
	(c) indicator for proper response to auxiliary fuel check switch			All	All	
	(d) indicator for reading consistent with fuel aboard			All	All	
	(e) power unit mount and electrical connections for security :			All	All	
	(f) coaxial cable for short circuit and continuity			-	All	
	(g) tank units for proper capacitance			-	All	
17.	Inspect pitot static head:					
	(a) heater for proper operation			All	All	
	(b) boom for security and alignment			All	All	
	(c) connecting lines and fittings for leakage rate			All	All	
	(d) drains for fluid or moisture			All	All	
18.	Inspect compass directional gyro control unit:					
	(a) mount for security and alignment			All	All	
	(b) case for evidence of overheating			All	All	
	(c) gyro for audible operation			All	All	
	(d) electrical connections and adjacent wiring for security			All	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
19.	Inspect compass coupler: (a) shock mount for security and free movement (b) case for evidence of overheating. (c) electrical connections and adjacent wiring for security			All All All	All All All	
20.	Inspect compass transmitter: (a) case for evidence of leakage (b) mount for security and alignment (c) electrical connection and adjacent wiring for security			- - -	All All All	
21.	Inspect fire detection: (a) warning light for proper response to test switch (b) control unit circuit for proper trip resistance (c) sensing elements for damage and security			All All 2nd	All All All	
22.	Inspect yaw damper: (a) servo unit for security and evidence of overheating (b) gyro amplifier for security and proper operation (c) gyro for proper audible operation			All All All	All All All	

FJ-3, -3M Aircraft Instruments System

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
23.	Inspect speed brake position indicators for:			2nd 2nd	All All	
	(a) proper response to speed brake extension					
	(b) smoothness of operation					

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FJ-3, -3M Aircraft
Instruments System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER- MEDIATE INSPEC- TIONS	MAJOR INSPEC- TIONS	MAN- MIN
		YES	NO			

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft

PERIODIC INSPECTION ORDER AND REPORT

Armament System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
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SIGNATURES		(Crew Leader)	
		(Inspector)	

Part 2

NAVAER 01-60JKC-507

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Bureau of Aeronautics

FJ-3, -3M Aircraft
Armament System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

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PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Armament System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
1.	Inspect RH upper and lower gun:					
	(a) for presence of ammunition			All	All	
	(b) for cleanliness, wear and breakage			All	All	
	(c) mounts for security and correct locking			All	All	
	(d) feed chutes and boost motors for cleanliness, cracks and security			All	All	
	(e) case and link ejection chutes for cleanliness, cracks and security			All	All	
	(f) electrical leads and connections for security			All	All	
	(g) air lines and connections for leakage and security			All	All	
	(h) bay for loose, missing rivets or screws, distortion and cleanliness			All	All	
	(i) blast tubes and muzzle stabilizers for cleanliness, deterioration and security			All	All	
	(j) charger and feeder air lines for correct operating pressure at quick-disconnect			2nd	All	
	(k) feeders for correct alignment and security			All	All	
	(l) blast panel for distortion, cracks, corrosion and security			All	All	
	(m) ammunition cans and expended case and link compartment for cleanliness, cracks, distortion and can latches for security			All	All	
	(n) for correct boresight alignment			-	All	
2.	Inspect RH aft gun gas purge:					
	(a) doors and hinge fittings for distortion and security			All	All	
	(b) actuating cylinder, lines and connections for leakage and security			All	All	
	(Cont.)					

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
2.	Inspect RH aft gun gas purge: (Cont.) (c) actuating pin for distortion and security .			All	All	
3.	Inspect RH gun charger and feeder air bottle: (a) mounting for security (b) lines and connections for leakage and security (c) for moisture drainage			All All All	All All All	
4.	Inspect RH wing gun camera for: (a) security of electrical leads and connections (b) correct boresight alignment (c) secure attachment			All - All	All All All	
5.	Inspect RH Aero 65 stores rack: (a) lugs for cracks, deformity and security . . (b) sway braces for security and correct operation (c) for secure attachment (d) fairing and access doors for security . . .			All All All All	All All All All	

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INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
6.	Inspect RH Aero 15 stores racks:					
	(a) lugs for cracks, deformity and security . .			All	All	
	(b) sway braces for security and correct operation			All	All	
	(c) shear pins for deformity			All	All	
	(d) for secure attachment			All	All	
7.	Inspect tow release:					
	(a) for cleanliness, distortion and security . .			All	All	
	(b) cable for fraying, cleanliness and security			All	All	
	(c) for correct operation			All	All	
8.	Inspect LH Aero 15 stores racks:					
	(a) lugs for cracks, deformity and security . .			All	All	
	(b) sway braces for security and correct operation			All	All	
	(c) shear pins for deformity			All	All	
	(d) for secure attachment			All	All	
9.	Inspect LH Aero 65 stores rack:					
	(a) lugs for cracks, deformity and security . .			All	All	
	(b) sway braces for security and correct operation			All	All	
	(c) for secure attachment			All	All	
	(d) fairing and access doors for security . . .			All	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
10.	Inspect LH upper and lower gun:					
	(a) for presence of ammunition			All	All	
	(b) for cleanliness, wear and breakage			All	All	
	(c) mounts for security and correct locking			All	All	
	(d) feed chutes and boost motors for cleanliness, cracks and security			All	All	
	(e) case and link ejection chutes for cleanliness, cracks and security			All	All	
	(f) electrical leads and connections for security			All	All	
	(g) air lines and connections for leakage and security			All	All	
	(h) bay for loose, missing rivets or screws, distortion and cleanliness			All	All	
	(i) blast tubes and muzzle stabilizers for cleanliness, deterioration and security			All	All	
	(j) charger and feeder air lines for correct operating pressure at quick-disconnects			2nd	All	
	(k) feeders for correct alignment and security			All	All	
	(l) blast panel for distortion, cracks, corrosion and security			All	All	
	(m) ammunition cans and expended case and link compartment for cleanliness, cracks, distortion and can latches for security			All	All	
	(n) for correct boresight alignment			-	All	
11.	Inspect LH aft gun gas purge:					
	(a) doors and hinge fittings for distortion and security			All	All	
	(b) actuating cylinder, lines and connections for leakage and security			All	All	
	(c) actuating pin for distortion and security			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Armament System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
12.	Inspect LH pneumatic components:					
	(a) air compressor fan and cage for security.			All	All	
	(b) air compressor for correct oil level and security			All	All	
	(c) electrical leads and connections for security			All	All	
	(d) absolute pressure regulator, moisture separator, air supply filter, air bottle, valves, lines and connections for leakage and security			All	All	
	(e) chemical drier for proper servicing			All	All	
	(f) pressure gages for correct operating pressure indication, leakage and security.			All	All	
	(g) air bottle for moisture drainage			All	All	
13.	Inspect forward RH and LH gun gas purge:					
	(a) doors and hinge fittings for distortion and security			All	All	
	(b) actuating cylinders, lines and connections for leakage and security			All	All	
14.	Inspect gun sight camera for:					
	(a) security of electrical leads and connections			All	All	
	(b) correct boresight alignment			-	All	
	(c) secure attachment			All	All	

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Armament System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
15.	Inspect gun sight:					
	(a) lenses for cleanliness			All	All	
	(b) image for brightness and clarity			All	All	
	(c) silica gel for proper color			All	All	
	(d) electrical leads and connections for security			All	All	
	(e) fixed reticle, elevation and azimuth controls for correct operation			All	All	
	(f) for correct boresight alignment			-	All	
	(g) mounting for security			All	All	
16.	Inspect the following gunnery components for proper operation and correct sequence:					
	(a) armament disabling switch			All	All	
	(b) gas purge doors			All	All	
	(c) cameras			All	All	
	(d) chargers			All	All	
	(e) ammunition boost motors			All	All	
	(f) firing circuits			All	All	
	(g) air compressor			All	All	
17.	Inspect the following bomb and rocket components for proper operation:					
	(a) emergency and normal release (continuity check on cartridge fired units)			All	All	
	(b) station and weapon selectors			All	All	
	(c) nose and tail arming units			All	All	
	(d) pigtail receptacles			All	All	

Bureau of Aeronautics

1 June 1958

PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Electronics System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
		(Crew Leader)	
		(Inspector)	

Part 2
Bureau of Aeronautics

NAVAER 01-60JKC-507
1 June 1958

FJ-3, -3M Aircraft
Electronics System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect AN/APA-89 video coder:					
	(a) shock mounts for deterioration			2nd	All	
	(b) for damaged connectors, loose, frayed or kinked cables			All	All	
	(c) for proper alignment			-	All	
	(d) Mode 1 for proper response.			All	All	
	(e) Mode 3 for proper response.			All	All	
	(f) shock mounts for proper action			All	All	
2.	(g) for proper bonding and safety-wiring.			All	All	
	Inspect AN/APX-6B IFF receiver-transmitter:					
	(a) shock mounts for deterioration			2nd	All	
	(b) blower brushes for cleanliness, wear and proper tension			2nd	All	
	(c) blower commutator for cleanliness, wear and pitting			2nd	All	
	(d) for evidence of arcing and over-heating.			2nd	All	
	(e) dehydrator for proper color.			All	All	
	(f) for damaged connectors, loose, frayed or kinked cables			All	All	
	(g) Mode 1 for proper indication			All	All	
	(h) Mode 2 and I/P for proper indications.			All	All	
	(i) Mode 3 for proper indication			All	All	
	(j) emergency for proper indication.			All	All	
(k) shock mounts for proper action			All	All		
(l) for proper bonding and safety-wiring.			All	All		

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
3.	Inspect AN/ARA-25 control amplifier:					
	(a) shock mounts for deterioration.			2nd	All	
	(b) for evidence of arcing and overheating. . .			2nd	All	
	(c) for damaged connector, loose, or kinked cabling			All	All	
	(d) indicator for cracked or broken glass and proper tracking.			All	All	
	(e) shock mounts for proper action			All	All	
	(f) for proper bonding and safety-wiring. . . .			All	All	
4.	Inspect AN/APX-6 IFF antenna for:					
	(a) damaged connector, loose or kinked cabling			All	All	
	(b) corrosion, cracks and nicks.			All	All	
	(c) proper insulation, bonding and security . .			All	All	
5.	Inspect AN/ARA-25 UHF direction finder antenna:					
	(a) motor brushes for cleanliness, wear and proper tension			-	All	
	(b) motor commutator for cleanliness, wear and pitting			-	All	
	(c) gear teeth and bearings for excessive wear			-	All	
	(d) slip rings and contractors for excessive wear			-	All	
	(e) top center rotating joint for non-binding snug fit			-	All	
	(f) visible plating for chipping			-	All	
	(g) for cleanliness and corrosion.			-	All	
	(h) for damaged connectors, loose, frayed or kinked cables			-	All	
	(Cont.)					

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
5.	Inspect AN/ARA-25 UHF direction finder antenna: (Cont.) (i) for proper attachment and clearance of wiring from rotating antenna (j) cover retaining screws for proper security			- All	All All	
6.	Inspect AN/ARA-25 solenoid relay for: (a) cleanliness and corrosion of blades (b) damaged connectors, loose or kinked cables (c) proper bonding and safety-wiring			2nd All All	All All All	
7.	Inspect duplex (tail cap) antenna for: (a) damaged connectors, loose, frayed or kinked cables (b) corrosion, proper insulation, bonding and security			- -	All All	
8.	Inspect AN/ARN-14 dynamotor: (a) brushes for cleanliness, wear and proper tension (b) commutator for cleanliness, wear and pitting (Cont.)			2nd 2nd	All All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
8.	Inspect AN/ARN-14 dynamotor: (Cont.)					
	(c) for evidence of arcing and overheating . . .			2nd	All	
	(d) for damaged connector, loose or frayed cabling			All	All	
	(e) for proper bonding and safety-wiring			All	All	
9.	Inspect AN/ARN-14C receiver:					
	(a) shock mounts for deterioration			2nd	All	
	(b) for evidence of arcing and over-heating . .			2nd	All	
	(c) for damaged connector, loose, frayed or kinked cabling			All	All	
	(d) AVC for proper functioning			-	All	
	(e) for proper voltage indications			-	All	
	(f) tone localizer for proper functioning . . .			-	All	
	(g) manual ODR for proper functioning			-	All	
	(h) automatic ODR for proper functioning . . .			-	All	
	(i) for proper sensitivity			All	All	
	(j) shock mounts for proper action			All	All	
	(k) for proper bonding and safety-wiring			All	All	
10.	Inspect AN/ARC-27 receiver-transmitter:					
	(a) shock mounts for deterioration			2nd	All	
	(b) dynamotor and blowers for cleanliness, wear and proper tension of all brushes . . .			All	All	
	(c) dynamotor and blowers for cleanliness, wear and pitting of commutators			All	All	
	(d) air filters for cleanliness and security . . .			All	All	
	(e) for evidence of arcing and overheating . . .			All	All	
	(f) air seal gasket for deterioration			All	All	
	(Cont.)					

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
10.	Inspect AN/ARC-27 receiver-transmitter: (Cont.)					
	(g) for damaged connectors, loose, frayed or kinked cables			All	All	
	(h) receiver squelch for proper adjustment . .			All	All	
	(i) for adequate power output			All	All	
	(j) guard receiver squelch for proper adjustment			All	All	
	(k) for proper channel changing time			2nd	All	
	(l) side tone for clarity			All	All	
	(m) operating frequencies for proper settings .			All	All	
	(n) cover for cracks, dents and distortion . .			All	All	
	(o) for proper pressurization			All	All	
	(p) shock mounts for proper action			All	All	
	(q) for proper bonding and safety-wiring . . .			All	All	
11.	Inspect AN/ARN-21 receiver-transmitter:					
	(a) shock mounts for deterioration			2nd	All	
	(b) air filter for cleanliness and security . . .			2nd	All	
	(c) for damaged connector, loose, frayed or kinked cabling.			All	All	
	(d) crystal turret drive for proper operation .			-	All	
	(e) transmitter for adequate power output . .			All	All	
	(f) receiver for adequate sensitivity			All	All	
	(g) for proper azimuth accuracy			-	All	
	(h) for proper receiver dynamic range			-	All	
	(i) for proper range accuracy			All	All	
	(j) shock mounts for proper action			All	All	
	(k) for proper bonding and safety-wiring . . .			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
12.	Inspect ID-307/ARN azimuth indicator for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) proper deviation			All	All	
	(c) proper tracking.			All	All	
	(d) proper bonding and security			All	All	
13.	Inspect ID-251/ARN bearing converter indicator for:					
	(a) damaged connector, loose, frayed or kinked cabling.			All	All	
	(b) fogged, cracked or broken glass.			All	All	
	(c) accuracy of indications.			All	All	
	(d) proper synchronization with ARN course indicator			All	All	
	(e) proper bonding and security			All	All	
14.	Inspect AN/ARN-14 antenna for:					
	(a) damaged connector, loose or kinked cabling			All	All	
	(b) corrosion and evidence of damage			All	All	
	(c) proper insulation, bonding and security			All	All	
15.	Inspect AN/ARN phase detecting network for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) proper alingment.			2nd	All	
	(c) proper bonding and security			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electronics System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
16.	Inspect AN/APX-6 control unit for:					
	(a) damaged connectors, loose or frayed cables			All	All	
	(b) proper mechanical functioning of knobs and switches			All	All	
	(c) cleanliness and security			All	All	
17.	Inspect AN/APA-89 video coder control unit for:					
	(a) damaged connectors, loose or frayed cables			All	All	
	(b) proper mechanical functioning of control knobs			All	All	
	(c) cleanliness and security			All	All	
18.	Inspect AN/ARC-27 control unit for:					
	(a) damaged connectors, loose, frayed or kinked cables			All	All	
	(b) proper mechanical functioning of control knobs and switches			All	All	
	(c) cleanliness and security			All	All	
19.	Inspect AN/ARN-14 control unit for:					
	(a) damaged connectors, loose or frayed cables			All	All	
	(b) proper mechanical functioning of control knobs and switch.			All	All	
	(c) cleanliness and security			All	All	

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
20.	Inspect AN/ARN-21 control unit for:			All	All	
	(a) damaged connector, loose or frayed cabling					
	(b) proper mechanical functioning of control knobs and switch					
	(c) cleanliness and security					

Bureau of Aeronautics

1 June 1958

PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
(Crew Leader)			
(Inspector)			

Part 2

Bureau of Aeronautics

NAVAER 01-60JJC-507

1 June 1958

FJ-3, -3M Aircraft
Electrical System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect external and starting power receptacle:					
	(a) pins and insulation for damage and evidence of overheating			All	All	
	(b) connections and adjacent wiring for security			2nd	All	
2.	Inspect starter-generator control box and following relays for evidence of overheating, mountings, connections and adjacent wiring for security:					
	(a) reverse current and cut-out			2nd	All	
	(b) starter controller			2nd	All	
	(c) starter field control			2nd	All	
	(d) manual override control			2nd	All	
	(e) battery bus			2nd	All	
	(f) primary bus			2nd	All	
3.	Inspect starter-generator:					
	(a) for evidence of overheating			2nd	All	
	(b) air duct for obstructions and security . . .			2nd	All	
	(c) commutator for evidence of arcing, oil or metal particles			2nd	All	
	(d) brushes for proper seating, freedom of movement, excessive wear and frayed or loose leads			2nd	All	
	(e) mounting, connections and adjacent wiring for security			2nd	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
4.	Inspect emergency generator:					
	(a) release handle for proper operation			2nd	All	
	(b) case for cracks, corrosion, evidence of overheating and security of mounting . . .			2nd	All	
	(c) connections and adjacent wiring for security			2nd	All	
	(d) for proper oil level			2nd	All	
	(e) linkage for proper extended position and clearances			2nd	All	
	(f) door latching mechanism for proper stowage and security			2nd	All	
5.	Inspect emergency generator voltage regulator:					
	(a) for evidence of overheating			2nd	All	
	(b) mounting, connections and adjacent wiring for security			2nd	All	
	(c) for proper voltage limits (ground operational turn-up)			2nd	All	
6.	Inspect voltage regulator:					
	(a) for evidence of overheating			2nd	All	
	(b) mounting, connections and adjacent wiring for security			All	All	
	(c) for proper voltage limits			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
7.	Inspect battery:					
	(a) for proper electrolyte level and specific gravity			All	All	
	(b) quick-disconnect for security			All	All	
	(c) vent holes for obstructions			All	All	
	(d) sump jar for proper servicing			All	All	
	(e) mounting, connections and adjacent wiring for security			All	All	
	(f) for evidence of overheating, corrosion and leakage			All	All	
8.	Inspect the following components of the LH power distribution box for evidence of overheating, security of mounting, connections adjacent wiring and markings for legibility:					
	(a) monitored bus relay			All	All	
	(b) canopy and battery bus relay			All	All	
	(c) secondary bus relay			All	All	
	(d) battery disconnect relay			All	All	
	(e) bumper retract control relay			All	All	
	(f) canopy close relay			All	All	
	(g) canopy open relay			All	All	
	(h) LH inboard ammunition boost relay			All	All	
	(i) LH outboard ammunition boost relay			All	All	
	(j) circuit-breakers			All	All	
9.	Inspect inverter fuse panel:					
	(a) for evidence of overheating			All	All	
	(b) fuses for proper ratings			All	All	
	(c) spare fuse for proper rating (Cont.)			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
9.	Inspect inverter fuse panel: (Cont.)					
	(d) fuse holders and caps for security			All	All	
	(e) markings for legibility			All	All	
	(f) connections, panel and adjacent wiring for security			All	All	
10.	Inspect #1 inverter:					
	(a) for evidence of overheating			All	All	
	(b) commutator and slip rings for evidence of arcing, oil or metal particles			All	All	
	(c) brushes for proper seating, freedom of movement, excessive wear and frayed or loose leads			All	All	
	(d) for proper voltages and frequency			All	All	
	(e) mounting, connections and adjacent wiring for security			All	All	
11.	Inspect #2 inverter:					
	(a) for evidence of overheating			All	All	
	(b) commutator and slip rings for evidence of arcing, oil or metal particles			All	All	
	(c) brushes for proper seating, freedom of movement, excessive wear and frayed or loose leads			All	All	
	(d) for proper voltages and frequency			All	All	
	(e) mounting, connections and adjacent wiring for security			All	All	

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
12.	Inspect forward fuse panel:					
	(a) for evidence of overheating			All	All	
	(b) fuses for proper ratings			All	All	
	(c) fuse holders and caps for security			All	All	
	(d) markings for legibility			All	All	
	(e) connections and adjacent wiring for secu- rity			All	All	
13.	Inspect radio compartment power distribution box and following components for evidence of overheating, security of mounting, connections, adjacent wiring and markings for legibility:					
	(a) pneumatic compressor control relay			All	All	
	(b) lateral trim indicator control relay			All	All	
	(c) canopy seal depress control relay			All	All	
	(d) aft fuel boost pump relay			All	All	
	(e) outboard RH gun booster relay			All	All	
	(f) inboard RH gun booster relay			All	All	
	(g) forward fuel boost pump relay			All	All	
	(h) fuel transfer pump relay			All	All	
	(i) fuselage signal light			All	All	
	(j) circuit-breakers			All	All	
14.	Inspect LH and RH canopy deck relay panel and following relays for evidence of overheating, security of mounting, connections, adjacent wiring and markings for legibility:					
	(a) hook bypass control			All	All	
	(b) flight control			All	All	
	(c) approach light control (Cont.)			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
14.	Inspect LH and RH canopy deck relay panel and following relays for evidence of overheating, security of mounting, connections, adjacent wiring and markings for legibility: (Cont.)					
	(d) landing gear load relay #2			All	All	
	(e) landing gear load relay #1			All	All	
	(f) landing gear retract control			All	All	
	(g) forward fuselage float switch slave			All	All	
	(h) transfer float switch slave			All	All	
	(i) RH drop tank fuel dump			All	All	
	(j) LH drop tank fuel dump			All	All	
	(k) cockpit temperature and anti-ice control			All	All	
	(l) cockpit air control			All	All	
15.	Inspect exterior lights for damaged lenses, proper rated bulbs, corrosion, proper settings, security of exposed connections, proper operation and proper function of flashing unit and coder:					
	(a) approach light			All	All	
	(b) taxi light			All	All	
	(c) bottom fuselage light			All	All	
	(d) top fuselage light			All	All	
	(e) LH wing light			All	All	
	(f) LH wing formation light			All	All	
	(g) LH formation fuselage light			All	All	
	(h) RH wing light			All	All	
	(i) RH wing formation light			All	All	
	(j) RH formation fuselage light			All	All	
	(k) tail light			All	All	

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
16.	Inspect LH and RH console circuit-breaker panel:					
	(a) for evidence of overheating			All	All	
	(b) markings for legibility			All	All	
	(c) for proper position of breakers and correct ratings.			All	All	
	(d) for security of circuit-breakers, mountings, panel and connections.			All	All	
17.	Inspect RH rear vertical console panel:					
	(a) for evidence of overheating			All	All	
	(b) markings for legibility			All	All	
	(c) for proper position of circuit-breakers and correct ratings			All	All	
	(d) fuses for proper ratings			All	All	
	(e) spare fuse for proper rating			All	All	
	(f) fuse holders and caps for security			All	All	
	(g) circuit-breakers for security			All	All	
	(h) connections, mountings and panel for security.			All	All	
18.	Inspect pedestal circuit-breaker and fuse panel:					
	(a) for evidence of overheating			All	All	
	(b) markings for legibility			All	All	
	(c) for proper position of circuit-breakers and correct ratings			All	All	
	(d) circuit-breakers, fuse holders and caps for security.			All	All	
	(e) fuses for proper ratings			All	All	
	(Cont.)					

1 June 1958

Bureau of Aeronautics

FJ-3, -3M Aircraft
Electrical System**INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET**

ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
18.	Inspect pedestal circuit-breaker and fuse panel: (Cont.)					
	(f) spare fuse for proper rating			All	All	
	(g) connections, mountings and panel for security.			All	All	
19.	Inspect emergency generator release handle:					
	(a) for proper stowage and security			All	All	
20.	Inspect cockpit flood lights for:					
	(a) security of installation			All	All	
	(b) proper operation			All	All	

1 June 1958

Bureau of Aeronautics
PERIODIC INSPECTION ORDER AND REPORT

FJ-3, -3M Aircraft
Electronics (Fire Control) System

INTERMEDIATE AND MAJOR INSPECTION CHECK SHEET

SIDE NO.	BUNO.	INSPECTION INTERVAL (1st, 2nd, etc.)	NAME (Intermediate or Major)
DATE COMPLETION REQUIRED	ESTIMATED MAN-HOURS	INSPECTOR	CREWLEADER
Perform the following additional items of inspection and work.		PERSON AUTHORIZING CHECK (Signature)	

DESCRIPTION	WORK COMPLETED BY (Signature)	INSPECTED BY (Signature)
Lubricate in accordance with the aircraft Handbook of Maintenance Instructions.		

COMPLETION REPORT

The inspections and work required have been accomplished. All items which were not satisfactory on initial inspection have been reported under the Discrepancy Report on the reverse side of this sheet. The discrepancies have been corrected and all items are now satisfactory. Parts used have been reported on the Parts Replacement Report on the reverse side of this sheet. No parts other than those listed have been replaced.

DATE	TIME CHECK STARTED	TIME COMPLETED	MAN-HOURS USED
SIGNATURES			
(Crew Leader)			
(Inspector)			

Part 2

NAVAER 01-60JKC-507

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Electronics (Fire Control) System

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DISCREPANCIES FOUND AND CORRECTED REPORT

ITEM NO.	DISCREPANCY	FOUND BY (Name)	CORRECTED BY (Name)	INSPECTED BY (Name)

PARTS REPLACEMENT REPORT

ASO STOCK NUMBER	NOMENCLATURE	SERIAL NUMBER		REASON REPLACED AND REPLACED BY
		OLD	NEW	

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ITEM NO.	ITEM	MAT'L COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
1.	WARNING: Insure proper installation of landing gear, canopy initiator and catapult ground handling safety pins.					
	Inspect AN/APG-30 antenna for:					
	(a) cleanliness and corrosion			All	All	
	(b) cuts, cracks and dents			All	All	
2.	(c) proper insulation, bonding and security . .			All	All	
	Inspect AN/APG-30 power supply-range computer:					
	(a) shock mounts for deterioration			2nd	All	
	(b) blower brushes for cleanliness, wear and proper tension			2nd	All	
	(c) blower commutator for cleanliness, wear and pitting			2nd	All	
	(d) for evidence of arcing and overheating . . .			2nd	All	
	(e) for damaged connectors, loose frayed or kinked cables			All	All	
	(f) sawtooth voltage for linear indication . . .			-	All	
	(g) for proper automatic noise leveler voltage			-	All	
	(h) for proper gate balance			-	All	
	(i) lock-on function and out-switch for proper operation			-	All	
	(j) range slope and zero for proper adjustment			2nd	All	
	(k) AGC for proper voltage			-	All	
	(l) for proper receiver lock-on sensitivity . .			-	All	
	(m) blower for proper operation			All	All	
	(n) shock mounts for proper action			All	All	
	(o) for proper bonding and safety-wiring . . .			All	All	

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
3.	Inspect AN/APG-30 voltage regulator for:					
	(a) deterioration of shock mounts.			2nd	All	
	(b) evidence of arcing and overheating			2nd	All	
	(c) damaged connectors, loose or frayed cables			All	All	
	(d) proper AC output voltage			2nd	All	
	(e) proper shock mount action			All	All	
	(f) proper bonding and safety-wiring			All	All	
4.	Inspect AN/APG-30 frequency converter-transmitter:					
	(a) shock mounts for deterioration			2nd	All	
	(b) for evidence of arcing and overheating			2nd	All	
	(c) for damaged connectors, loose frayed or kinked cables			All	All	
	(d) for proper keep alive voltage			-	All	
	(e) modulator delay time for proper operation			-	All	
	(f) for proper pulse rate			-	All	
	(g) magnetron current for proper indication			-	All	
	(h) for proper pulse width and magnetron spectrum			-	All	
	(i) for proper magnetron frequency			-	All	
	(j) local oscillator for proper adjustment			-	All	
	(k) TR tube for proper adjustment			-	All	
	(l) pre-amp current for proper adjustment			-	All	
	(m) for proper AFC current			-	All	
	(n) for proper pressurization			All	All	
	(o) for proper bonding and safety-wiring			All	All	
5.	Inspect MK-87 Mod 0 range rate computer:					
	(a) shock mounts for deterioration			2nd	All	
	(b) for damaged connector, loose or frayed cabling			All	All	
	(Cont.)					

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
5.	Inspect MK-87 Mod 0 range rate computer: (Cont.)					
	(c) rate zero for proper adjustment			All	All	
	(d) range rate for proper adjustment			All	All	
	(e) shock mounts for proper action			All	All	
	(f) for proper bonding and safety-wiring			All	All	
6.	Inspect AN/APG-30 wave guide for:					
	(a) cracks, nicks and distortion			All	All	
	(b) cleanliness, corrosion and security			All	All	
7.	Inspect AN/APG-30 directional coupler for:					
	(a) cracks and dents			All	All	
	(b) security of receptacle cover			All	All	
	(c) corrosion and security			All	All	
8.	Inspect MK-86 Mod 0 computer:					
	(a) for evidence of arcing and over-heating . .			All	All	
	(b) launcher angle control for proper mechanical functioning and adjustment			All	All	
	(c) aircraft velocity switch for proper mechanical functioning and adjustment			All	All	
	(d) for damaged connectors, loose frayed, kinked and deteriorated hose and cables . . (Cont.)			All	All	

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
8.	Inspect MK-86 Mod 0 computer: (Cont.)					
	(e) ballistic elements and airflow compensator plug-in units for security of installation..			All	All	
	(f) pressure transmitter for discontinuities .			All	All	
	(g) for proper range output current			All	All	
	(h) for proper elevation output currents			All	All	
	(i) for proper rocket range output current ..			All	All	
	(j) for proper rocket elevation output currents			All	All	
	(k) attack angle inputs for proper elevation current			All	All	
	(l) skid angle inputs for accuracy of azimuth output currents			All	All	
	(m) for proper bonding and security			All	All	
9.	Inspect MK-25 Mod 0 range unit:					
	(a) shock mounts for deterioration			2nd	All	
	(b) for damaged connector, loose or frayed cabling			All	All	
	(c) ranging tone for clarity			All	All	
	(d) radar and fixed relays for proper functioning			All	All	
	(e) shock mounts for proper action			All	All	
	(f) for proper bonding and safety-wiring			All	All	
10.	Inspect MK-14 Mod 0 voltage regulator for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) proper insulation, bonding and security ..			All	All	

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
11.	Inspect MK-22 Mod 0 illumination transformer for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) proper bonding and security			All	All	
12.	Inspect MK-75 Mod 0 power supply for:					
	(a) evidence of arcing and overheating			All	All	
	(b) damaged connector, loose or frayed cabling			All	All	
	(c) proper primary input voltage			All	All	
	(d) proper secondary voltage			All	All	
	(e) proper d-c output voltage			All	All	
	(f) proper bonding and security			All	All	
13.	Inspect LH Aero 3A missile launcher for:					
	(a) cracks in cover hinges			All	All	
	(b) cleanliness and corrosion			All	All	
	(c) distortion and security of umbilical plug break away arm			All	All	
	(d) cleanliness and security of electrical connections			All	All	
	(e) security of snubbers			All	All	
	(f) excessive wear of striker points			All	All	
	(g) proper protrusion of ground contacts ...			All	All	
	(h) proper operation and freedom from binding of collars in latching mechanism ...			All	All	
	(i) proper sequence fire with electrical test box			All	All	
	(j) proper firing of pigtail receptacles (no weapons installed)			All	All	
	(Cont.)					

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
13.	Inspect LH Aero 3A missile launcher for: (Cont.)					
	(k) security of forward cover			All	All	
	(l) secure attachment			All	All	
14.	Inspect RH Aero 3A missile launcher for:					
	(a) cracks in cover hinges			All	All	
	(b) cleanliness and corrosion			All	All	
	(c) distortion and security of umbilical plug break away arm			All	All	
	(d) cleanliness and security of electrical connections			All	All	
	(e) security of snubbers			All	All	
	(f) excessive wear of striker points			All	All	
	(g) proper protrusion of ground contacts			All	All	
	(h) proper operation and freedom from bind- ing of collars in latching mechanism			All	All	
	(i) proper sequence fire with electrical test box			All	All	
	(j) proper firing of pigtail receptacles (no weapons installed)			All	All	
	(k) security of forward cover			All	All	
	(l) secure attachment			All	All	
15.	Inspect AN/APG-30 control unit for:					
	(a) damaged connectors, loose, frayed or kinked cables			All	All	
	(b) proper functioning of control knob and switches			All	All	
	(c) cleanliness and security			All	All	

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ITEM NO.	ITEM	MAT'RL COND. SATIS.		INTER-MEDIATE INSPEC-TIONS	MAJOR INSPEC-TIONS	MAN-MIN
		YES	NO			
16.	Inspect MK-35 Mod 1 control unit for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) proper functioning of control knobs and switches			All	All	
	(c) cleanliness and security			All	All	
17.	Inspect AN/APG-30 range indicator for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) fogged, cracked or broken glass			All	All	
	(c) proper functioning			All	All	
	(d) cleanliness and security			All	All	
18.	Inspect AN/APG-30 crystal current meter for:					
	(a) damaged connector, loose or frayed cabling			All	All	
	(b) fogged, cracked or broken glass			All	All	
	(c) cleanliness and security			All	All	

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		YES	NO			